

CHINA



MAIL

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HONGKONG, TUESDAY, JANUARY 6, 1880.

日五廿月一十年卯己

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALLEN, 11 & 12, Clement's Lane, Lombard Street, E.C. GORDON STREET & CO., 30, Cornhill, GORDON & GORDON, Ludgate Circus, E.C. BARR, HENRY & CO., 4, Old Jewry, E.C. SAMUEL DRAKE & CO., 150 & 154, Leadenhall Street.

PARIS AND EUROPE:—LEON DE ROSNY, 19, Rue Monsieur, Paris.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GORDON, Melbourne and Sydney.

SAN FRANCISCO AND AMERICAN PORTS generally:—BRAN & BLACK, San Francisco.

SINGAPORE AND STRAITS:—BAYLE & CO., Square, Singapore. C. HEINZELN & CO., Malacca.

CHINA:—MACAO, MESSRS. A. A. DE MELLO & CO., Suvaia, CAMPBELL & CO., Amoy, WILSON, NICHOLLS & CO., Poonah, HENDERSON & CO., Shanghai. LANE, CHAPMAN & CO., and KELLY & WALSH, Yokohama, LANE, CHAPMAN & CO.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 1,400,000 Dollars.

COURT OF DIRECTORS.
Chairman—W. H. FORBES, Esq.
Deputy Chairman—HON. W. KESWICK, Esq.
E. R. BELLIM, Esq. WILHELM REINERS, Esq.
H. L. DALRYMPLE, Esq. F. D. SASSOON, Esq.
H. HOPKINS, Esq. W. S. YOUNG, Esq.
A. McIVER, Esq.

CHIEF MANAGER.
HONGKONG:—THOMAS JACKSON, Esq.
MANAGER.
SHANGHAI:—EWEN CAMERON, Esq.
LONDON BANKERS:—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.
For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, August 16, 1879.

COMPTOIR D'ESCOMPTE DE PARIS.
(Incorporated 7th & 18th March, 1848.)

RECOGNISED by the INTERNATIONAL CONVENTION OF 30th APRIL, 1862.

CAPITAL FULLY PAID-UP, £3,200,000. RESERVE FUND, £200,000.

HEAD OFFICE—14, RUE BRONNE, PARIS.

AGENCIES AND BRANCHES at:
LONDON, BOULOGNE, SAN FRANCISCO, MARSEILLES, BOMBAY, HONGKONG, LYONS, CALCUTTA, HANKOW, NANTES, SHANGHAI, POOCHOW.

LONDON BANKERS:
THE BANK OF ENGLAND.
THE UNION BANK OF LONDON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.

E. G. VOUILLEMONT,
Manager, Shanghai.
Hongkong, May 20, 1879.

ORIENTAL BANK CORPORATION.
(Incorporated by Royal Charter.)

PAID-UP CAPITAL, £1,500,000.

RATES OF INTEREST ALLOWED ON DEPOSITS.
At 3 months' notice 3 1/2 per Annum.
" 6 " " 4 " "
" 12 " " 5 " "

Current Accounts kept on Terms which may be learnt on application.

GEO. O. SCOTT,
Acting Manager.
Oriental Bank Corporation,
Hongkong, September 4, 1879.

Bank.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £800,000. RESERVE FUND, £150,000.

THE BANK OF ENGLAND.
THE CITY BANK.
THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.
ON CURRENT ACCOUNTS, 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS.
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.
(Incorporated by Royal Charter.)

THE following Rates of Interest are allowed on FIXED DEPOSITS:—
For 12 months, 5 per cent. per annum.
" 6 " 4 per cent. " "
" 3 " 3 per cent. " "

H. H. NELSON,
Manager.
Hongkong, May 31, 1879.

NATIONAL BANK OF INDIA, LIMITED.
Registered in London under the Companies' Act of 1862, on 23rd March, 1866.

Established in Calcutta 29th September, 1863.

SUBSCRIBED CAPITAL, £933,000. PAID-UP CAPITAL, £466,250. RESERVE FUND, £20,000.

HEAD OFFICE:—39A, THREADNEEDLE STREET, LONDON, E.C.

LONDON BANKERS:—NATIONAL PROVINCIAL BANK OF ENGLAND. NATIONAL BANK OF SCOTLAND.

All descriptions of Banking and Exchange business transacted.
INTEREST ALLOWED ON CURRENT ACCOUNTS at the rate of 2 per cent. per annum on the daily balance; and on FIXED DEPOSITS according to arrangement—the maximum rate being 5 per cent. per annum.

R. H. SANDEMAN,
Manager.
Hongkong, November 1, 1879.

Entertainment.

"OUR BOYS"
DRAMATIC COMPANY,
comprising the following Artists:—
Miss EMILY BLAIN.
Miss MINNIE NORDT.
Mrs. NORVILLE.
Messrs. FRANK S'UART,
GEO. NORVILLE,
G. CROFTON, and
HARRY FRANKLIN.
Will arrive EARLY in JANUARY, and will give
THREE PERFORMANCES ONLY.

Full Particulars in future Advertisements.
GEO. NORVILLE,
Business Manager.
Hongkong, December 22, 1879.

THE HONGKONG CHORAL SOCIETY
"THE SORCERER"
AT THE
CITY HALL THEATRE,
On FRIDAY,
the 23rd January, at 9 p.m.

Tickets may be purchased and places secured at Messrs. LANE, CRAWFORD & Co's, on and after SATURDAY, the 17th Proximo.

W. WHEELER,
Hon. Secretary.
Hongkong, December 29, 1879. ja24

FOR SALE.
JULES MUMM & Co.'s CHAMPAGNE, in Quarts and Pints.
GIBB, LIVINGSTON & Co.
Hongkong, May 26, 1879.

FOR SALE.
THEOPHILE ROEDERER & Co.'s CHAMPAGNE, awarded the
GOLD MEDAL AT THE PARIS EXHIBITION.
DRI VERZENAY MOUSSEUX:
Quarts, £17 per Case of 1 doz.
Pints, £18 " of 2 doz.
MEYER & Co., Agents.
Hongkong, August 21, 1879. 21fe80

For Sale.

FOR SALE.

MESSRS. CUTLER, PALMER & Co.'s PRICES, now stand as under:—

CLARETS. Quarts. Pints.
Mouton & Laflotte, £13.50 \$14.50
Rauzan, £11.00 \$12.00
Palmer, £9.00 \$10.00
Larose, £8.00 \$9.00
St. Julien, £7.00 \$8.00
Cantonac, £6.00 \$7.00
St. Estephe, £5.00 \$6.00
Medoc, £4.50 \$5.50
COGNAC:—
***, £11.00
***, £10.00
***, £8.50
***, £7.50

SPANISH WINES Unchanged.
JARDINE, MATHESON & Co., Agents.
Hongkong, December 31, 1879. ja7

Auctions.
PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, ON
FRIDAY,
the 9th January, 1880, at 2 p.m., at his Sales Rooms, Queen's Road,—
A COLLECTION OF BOOKS.
Catalogues will be issued.
TERMS OF SALE.—As customary.
J. M. ARMSTRONG,
Auctioneer.
Hongkong, Jan. 3, 1880. ja9

PUBLIC AUCTION.

THE Undersigned has received instructions from Messrs. ARNOLD, KARBURG & Co., to sell by Public Auction (unless previously disposed of by Private Contract), on
FRIDAY,
the 16th of January, 1880, at 2 p.m., on Board—
The GERMAN BRIG "CARL,"
of 225 Registered Tons, as she now lies at anchor off Yow-mah-tse, with all her MASTS, SAILS, and INVENTORY, complete.

For further Particulars, apply to Messrs. Arnold, KARBURG & Co.; or, to the Auctioneer.
TERMS OF SALE.—As customary.
F. RAPE,
Auctioneer.
Hongkong, Dec. 23, 1879. ja16

NOTICE OF REMOVAL.

ON and after the 27th Instant (SATURDAY), the BUSINESS of the ORIENTAL BANK CORPORATION will be Carried on at No. 2, QUEEN'S ROAD, Central, the Premises lately occupied by the AGRA BANK.

GEO. O. SCOTT,
Manager.
Hongkong, December 23, 1879.

G. FALCONER & Co.,
WATCH AND CHRONOMETER MANUFACTURERS,
AND
JEWELLERS,
NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.
45, Queen's Road Central.
Hongkong, December 20, 1879. ja20

ORIENTAL HOTEL.

MR. J. F. SHUSTER begs to announce that he carries on from this Date the above Establishment, as a FIRST-CLASS HOTEL. The House is now being THOROUGHLY RENOVATED and RE-FURNISHED. Mr. SHUSTER hopes by strict attention to Business, and by supplying the Best of Liquors, to merit a share of Public Patronage. The house has ample Accommodation for BOARDERS, who will meet with every comfort. The Table will be of the Best and the Charges strictly Moderate. The Proprietor will be at all times ready to supply PICNIC PARTIES and to provide DINNERS for PARTIES of SIX and upwards on very REASONABLE TERMS.

TWO NEW BOWLING ALLEYS HAVE BEEN LAID.
English and American BILLIARD TABLES.
Tiffin at ONE; Dinner at SEVEN.
WINE AND SPIRITS OF THE BEST QUALITY.
ORIENTAL HOTEL,
J. F. SHUSTER, Proprietor.
Hongkong, November 5, 1879. if

COSMOPOLITAN DOCKS.
W. B. SPRATT & Co. have lately added an Extensive MACHINE SHOP and other APPLIANCES to the former Advantages of these Docks. The DIMENSIONS of the Dock are:—450 Feet, on the Blocks; 92 Feet Wide; Ordinary Tides, 21 Ft.; Spring Tides, 24 Ft. Office, 20, PRINCE CENTRAL, HONGKONG.
Hongkong, October 4, 1879. 40c80

Intimations.

SEALED TENDERS will be Received

by the Undersigned on or before Noon of WEDNESDAY, the 7th Proximo, for PAINTING and COLORING H.M. NAVAL HOSPITAL, Mount Shadwell, according to Conditions and Specifications which can be seen on Application to the Naval Storekeeper's Office.
J. BREMNER,
Naval Storekeeper.
H. M.'s Naval Yard,
Hongkong, 31st December, 1879. ja7

NOTICE.
THE Business of HEINEMANN & Co., SHIP BROKERS, will, from the 1st January, 1880, be CARRIED ON under the Name of K. STEIL.
HEINEMANN & Co.
Hongkong, December 31, 1879. ja31

NOTICE.
COMMENCING ON FRIDAY, the 2nd January, 1880, the KLUKANG will run temporarily on the HONGKONG-CANTON route, instead of the KINSHAN.

There will be NO NIGHT BOAT to or from CANTON on and after MONDAY, the 5th January, and until further notice.

On and after THURSDAY, the 8th January, the POWAN will run temporarily as a DAY-BOAT between HONGKONG and CANTON, instead of the IC HANG, which will be WITHDRAWN from the Line for a few Days.

By Order,
P. A. DA COSTA,
Secretary,
Hongkong, Canton & Macao Steamboat Company, Limited.

BUTTERFIELD & SWIRE,
Agents,
China Navigation Company, Limited.
Hongkong, December 31, 1879.

NOTICE.
DR. EASTLAKE has Returned from MANILA, and will Receive PATIENTS at his OFFICE, No. 50, QUEEN'S ROAD.
Hongkong, January 1, 1880. fe2

DENTAL NOTICE.
DR. ROGERS has returned and is now ready to RECEIVE PATIENTS.—No. 7, ARBUTHNOT ROAD.
Hongkong, December 8, 1879.

Shipping.
Steamers.

FOR AMOY, TAMSUI & TAIWANFOO.
The Steamship
"ALBANY,"
Capt. F. ASHTON, will be despatched for the above Port on WEDNESDAY, the 7th Inst., at Noon.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.
Hongkong, January 5, 1880. ja7

FOR SWATOW, AMOY & FOOCHOW.
The Steamship
"DOUGLAS,"
Capt. YOUNG, will be despatched for the above Ports on THURSDAY, the 8th Inst., at Daylight.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.
Hongkong, January 5, 1880. ja8

FOR SAIGON.
The British Steamer
"CHARLTON,"
Captain JOHNSON, will load here for the above Port, and will leave this on THURSDAY, the 8th Inst., at 2 p.m.

For Freight or Passage, apply to
BOP KEE.
Hongkong, January 2, 1880. ja8

FOR MANILA.
The Steamship
"DIAMANTE,"
Captain CULLEN, will be despatched for the above Port on FRIDAY, the 9th Inst., at Noon.

For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, January 5, 1880. ja9

FOR HOIHOW AND PAKHOI.
The Steamship
"HAINAN,"
Capt. CONNER, shortly due, will have immediate despatch for the above Ports.

For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, January 5, 1880.

FOR SHANGHAI.
The Steamship
"CLAYHOUSE,"
Brown, Master, expected here on or about the 7th Inst. from Singapore, will have immediate despatch for the above Port.

For Freight or Passage, apply to
ARNOLD, KARBURG & Co.
Hongkong, January 2, 1880.

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Company's Steamship
"ANCHISES,"
Captain C. JACKSON, will be despatched on or about the 7th January, 1880.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, December 22, 1879.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.
(Taking Cargo and Passengers at through rates for HANKOW and Ports on the YANGTZE.)

The Company's Steamship
"HECTOR,"
Captain H. JONES, will be despatched on or about the 8th January, 1880.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, December 30, 1879.

CASTLE LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.
The Steamship
"GORDON CASTLE,"
Waring, Commander, will call here shortly, and will have immediate despatch for the above Port.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, December 29, 1879.

FOR SINGAPORE, BRISBANE, SYDNEY AND MELBOURNE.
(Calling off the usual Coast Ports, and taking through Cargo and Passengers for New Zealand.)

The Eastern and Australian Mail Steam Co.'s Steamer
"MENNUE,"
will be despatched as above on SATURDAY, the 24th Inst., at Noon.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.
Hongkong, January 3, 1880. ja24

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

The Company's Steamship
"VOLGA,"
Commandant GUIBAUD, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail from Europe.

G. DE CHAMPEAUX,
Agent.
Hongkong, January 2, 1880.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

The Company's Steamship
"IRAOUADY,"
Commandant GAUVAIN, will be despatched for SHANGHAI shortly after her arrival from Europe.

G. DE CHAMPEAUX,
Agent.
Hongkong, January 2, 1880.

Sailing Vessels.

FOR NEW YORK.
The A 1 American Bark
"ALICE REED,"
KILLEAN, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL & Co.
Hongkong, January 2, 1880.

FOR HAMBURG.
The A 1 German Schooner
"HARMONIE,"
SHIPHOSE, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL & Co.
Hongkong, January 2, 1880.

FOR NEW YORK.
The A 1 American Ship
"R. ROBINSON,"
SMITH, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL & Co.
Hongkong, January 2, 1880.

FOR SAN FRANCISCO.
The A 1 American Ship
"SOUTHERN CROSS,"
GIBB, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, December 31, 1879.

Shipping.

Sailing Vessels.

FOR NEW YORK.
The A 1 German Bark
"FREDERICK PERTHES,"
WALKER, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, December 31, 1879.

FOR SAN FRANCISCO.
The A 1 American Barkentine
"KATIE KLICKINGER,"
GILMAN, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, December 31, 1879.

FOR NEW YORK.
The A 1 American Schooner
"MOSES B. TOWER,"
HALL, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL & Co.
Hongkong, December 26, 1879.

FOR LONDON.
The A 1 British Ship
"JOHN NICHOLSON,"
CAMPBELL, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL & Co.
Hongkong, December 24, 1879.

FOR LONDON.
The A 1 British Bark
"WINDLOW,"
BARKER, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL & Co.
Hongkong, December 16, 1879.

FOR NEW YORK.
The A 1 British Bark
"GARTMORN,"
ELLWOOD, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, December 1, 1879.

FOR LONDON.
The A 1 British Bark
"ELIZABETH CHILDS,"
LINDBERGH, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL & Co.
Hongkong, December 4, 1879.

FOR HAMBURG.
The A 1 German Bark
"PALMA,"
BING, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL & Co.
Hongkong, December 1, 1879.

FOR LONDON.
The A 1 British Ship
"PRINCE FREDERICK,"
CLAGUE, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL & Co.
Hongkong, December 1, 1879.

FOR NEW YORK.
The A 1 American Schooner
"R. M. HAYWARD,"
DOANE, Master, will load here and at Whampoa for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, November 20, 1879.

FOR LONDON.
The A 1 British Ship
"CITY OF BOSTON,"
CROSBY, Master, will load here for the above Port, and will be despatched on or about 20th December.

For Freight, apply to
VOGEL & Co.
Hongkong, November 3, 1879.

FOR LONDON.
The A 1 British Bark
"CLARA B. BRYAN,"
POLEON, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL & Co.
Hongkong, November 3, 1879.

For Sale.

CHRISTMAS STORES.

MacEWEEN, FRICKEL & Co.

BEG to call attention to the following New Supply of STORES, which they have Received
 Ex "GORDON CASTLE,"
 And Other Recent Arrivals.

CHRISTMAS CAKES, 4-lb., 5-lb. and 6-lb. each.
 CHRISTMAS PLUM PUDDINGS.
 Pure AMERICAN CANDIES.
 Pure SCOTCH CANDIES.
 DRAGGERS, ALMONDS.
 FANCY CHOCOLATES.
 MASSON'S CHOCOLATE CREAMS.
 NOUGATINES.
 Crystallized METZ FRUITS.
 New Designs in COSAQUES.
 "CETEWAY'S HAT BOX."
 "MARQUEZETTE'S JEWEL CASKET."
 "GRANDMA'S BONNET BOX."
 "EDWIN and ANGELINA."
 &c., &c., &c.

SMYRNA FIGS:
 Muscatel, BLOOM RAISINS.
 JORDAN ALMONDS.
 BRAZIL NUTS.
 PECAN NUTS.
 HICKORY NUTS.
 Cooking and Table PRUNES.
 Pudding RAISINS and CURRANTS.
 Candied PEEL.
 MINCEMEAT in 1-lb. tins.
 VAN HOUTEN'S COCOA.
 CARAWAY SEEDS.
 SCHWEITZER'S COCOATINA.
 American CREAM CHEESE.
 SAP SAGE CHEESE.
 LIMBURG CHEESE.
 PINE APPLE CHEESE.
 HAM TONGUE & CHICKEN SAUSAGE.
 WESTPHALIAN, BOLOGNA, OXFORD, and TRUFFLED SAUSAGES.
 GAME PIES.
 Potted MEATS.
 Prime Yorkshire HAMS.
 Prime Wiltshire BACON in tins & Canvas.
 Pickled OX-TONGUES.
 OX-TONGUES in JELLY.
 TRUFFLES.
 CALIFORNIA ROLL BUTTER.
 CUTTING'S Canned DESSERT FRUITS.

HUNTLEY & PALMER'S BISCUITS.
 CALIFORNIA CRACKER Co.'s GINGER CAKES.
 MILK BISCUITS.
 ALPHABET BISCUITS.
 OYSTER-BISCUITS.
 WAFFER BISCUITS.
 SODA BISCUITS.

First-class and Medium CHAMPAGNES, Pints and Quarts.
 HOCK.
 SAUTERNES.
 CLARET.
 Fine Old Pale PORT, 1848.
 SACCOE'S Pale Dry SHERRY.
 Do. Amontillado SHERRY.
 LA GRANDE MARQUE CHARTREUSE Pints and Quarts.
 MARASCHINO DE ZARA.
 CURACAO.
 Fine Old Bourbon WHISKY.
 SCOTCH and IRISH WHISKIES.
 BASS'S ALE Bottled by CAMERON and SAUNDERS, Pints and Quarts.
 GUINNESS'S STOUT Bottled by E. & J. BURKE, Pints and Quarts.

Specialty Selected CIGARS.
 Princess CHEROOTS.
 Cavite CHEROOTS.
 Princess CIGARS.
 Cavite CIGARS.
 Aroceros CIGARS.
 Vegueros CIGARS.
 Choice No. 1 Fortin CIGARS in Boxes of 100.
 Choice No. 3 Meisig CHEROOTS.
 Choice No. 3 Fortin CIGARS.

PRESENTATION BOOKS.
 SCIENTIFIC WORKS.
 WORKS OF REFERENCE.
 SCHOOL BOOKS.

CHILDREN'S STORY BOOKS.
 CHILDREN'S TOY BOOKS.
 NOVELS.

ATLAS.
 HISTORIES.
 DICTIONARIES.

OLLENDORFF'S METHOD for Learning FRENCH and SPANISH.
 DR. ARN'S METHOD for Learning GERMAN and FRENCH.

ASHER'S MODEL BOOKS OF FOREIGN COMMERCIAL CORRESPONDENCE, GERMAN, FRENCH and SPANISH.
 "NORTH CHINA HERALD" D A T E BLOCK for 1880.

NEW SEASON'S PRESENT TEA, in 5 and 10 Catty Boxes.
 Hongkong, December 15, 1879.

Notices of Firms.

NOTICE.

THE INTEREST AND RESPONSIBILITY of Mr O. GRABE in our Firm CEASED, by Expiration of Contract, on the 31st of December, 1879.
 Mr O. GRABE will Continue to Sign our Firm until 31st May of 1880.
 Mr GUSTAV FISCHER has been Admitted a PARTNER in our Firm from this Date.

E. MEYER & Co.
 Tientsin, 1st of January, 1880. 1e2

NOTICE.

THE INTEREST AND RESPONSIBILITY of Mr LEONHARD STAEL in our Firm CEASED on the 31st December last.
 Mr F. C. DITTMER is authorized to SIGN our Firm per Procuration.

HESSE & Co.
 Hongkong, January 1, 1880.

NOTICE.

THE Undersigned has established himself at the Premises formerly occupied by LAMBERT, ATKINSON & Co., Poddar's Wharf, as

AUCTIONEER, APPRAISER AND COMMISSION AGENT.

All GOODS entrusted for SALE will be fully covered by FIRE INSURANCE.

G. R. LAMBERT.
 Hongkong, July 1, 1879.

NOTICE.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD OF UNDERWRITERS.

ARNHOLD, KARBERG & Co.

RECORD OF AMERICAN AND FOREIGN SHIPPING.

Agents,
 ARNHOLD, KARBERG & Co.
 Hongkong, Sept. 3, 1879. 3e80

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

PALMA, German barque, Capt. Binge.—Melchers & Co.

PEIKO, German barque, Capt. Seekamp.—Stemsen & Co.

Moses B. Tow, n, American barkentine, Capt. C. Hall.—Jardine, Matheson & Co.

ALICE REED, American barque, Capt. J. H. Kilbean.—Melchers & Co.

AMY TURNER, American barque, Captain A. W. Newell.—Russell & Co.

MIDDLESEX, British barque, Captain A. Walsh.—Borneo Company.

GARIBALDI, American barque, Capt. T. J. Forbes.—Jardine, Matheson & Co.

PRINCE FREDERICK, British ship, Capt. John Clague.—Vogel & Co.

KATIE FLORINGER, Amer. barkentine, Capt. Gilman.—Russell & Co.

To-day's Advertisements.



STEAM FOR

SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTH-AMPTON, AND LONDON;
 ALSO,
 BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship KAISAR-I-HIND, Capt. MATHYEN, will leave this on WEDNESDAY, the 14th Instant, at 11 p.m.

For further Particulars, apply to
 A. MOLVER, Superintendent.
 Hongkong, January 6, 1880. 1a15

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
 The Company's Steamship "TEUCER,"
 Capt. R. T. POWELL, will be despatched on or about the 17th Instant.

For Freight or Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, January 6, 1880.

SHIPPING.

ARRIVALS.

Jan. 5, *Hermine*, German barque, 350, F. Meyer, Swatow Jan. 4, Bears.—EDUARD SCHILLHARDT & Co.

Jan. 6, *Fotting*, British steamer, 285, D. McDougall, Swatow Jan. 5, General.—KWOK ACHONG.

Jan. 6, H.M.S. *Vigilant*, from Canton.

Jan. 6, *China*, German steamer, 648, Ackermann, Shanghai Jan. 3, General.—SIEMSEN & Co.

DEPARTURES.

Jan. 5, *Fuyew*, for Canton.
 6, *Consolation*, for Bangkok.
 6, *Echo*, for New York.
 6, *Glenfinglas*, for Shanghai.
 6, H.M.S. *Sheldrake*, for Hothow.
 6, *Malvina*, for Hamburg.

CLEARED.

Amoy, for Shanghai.
Thales, for Amoy.
Albany, for Amoy, &c.
Danube, for Saigon.
Kiungchow, for Hothow.
Primus, for Manila.
R. M. Hayward, for New York.

PASSENGERS.

Per *China*, from Shanghai, Captain Yaslova, and 11 Chinese.

Per *Yotung*, from Swatow, 173 Chinese.

DEPARTED.

Per *Glenfinglas*, for Shanghai, Mr and Mrs Brown.

Per *Consolation*, for Bangkok, 184 Chinese.

SHIPPING REPORTS.

The British steamer *Yotung* reports: Strong N.E. monsoon throughout.

The German steamer *China* reports: Left Shanghai on the 3rd inst. at 2 a.m., arrived at Hongkong on the 6th at 4 p.m.; had fine weather and fresh monsoon all the way.

POST OFFICE NOTICES.

MAILS will close:—

For MANILA.—
 Per H.O.M.S. *Vencedora*, at 9.30 a.m. To-morrow, the 7th inst.

For AMOY, TAMSUI, and TAIWAN.—
 Per *Albany*, at 11.30 a.m., on Wednesday, the 7th inst.

For SWATOW, AMOY, & FOOSHOW.—
 Per *Douglas*, at 5 p.m., on Wednesday, the 7th inst.

For SOURABAYA, PORT DARWIN, COOKTOWN, and SYDNEY.—
 Per *Crusader*, at 5 p.m., on Wednesday, the 7th inst., instead of as previously notified.

For SAIGON.—
 Per *Charlton*, at 4.40 p.m., on Thursday, the 8th inst.

For MANILA.—
 Per *Diamond*, at 11.30 a.m., on Friday, the 9th inst.

For JAPAN via KOBE.—
 Per *Nigata Maru*, at 5 p.m., on Friday, the 9th inst.

MAILS BY THE FRENCH PACKET.—
 The French Packet *Andary* will be despatched on WEDNESDAY, the 7th inst., with Mails to and through the United Kingdom and Europe, via Naples; to Saigon, Straits Settlements, Batavia, Burma, Ceylon, Pondicherry, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

The usual hours will be observed in closing the Mails, &c.

HOURS FOR CLOSING

THE CONTRACT MAILS.

The following hours are observed in closing Mails, &c., by both the British and French Contract Packets:—

Day of Departure.—
 5 P.M.—Money Order Office closes.

5.30 P.M.—Post Office closes till 8 P.M., except the NIGHT BOX, which is always open out of Office hours.

8 P.M.—Post Office opens.

9 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.

10 P.M.—Mails closed, except for Late Letters.

10.10 P.M.—Letters may be posted with Late Fee of 18 cents until

10.30 P.M.—when the Post Office closes entirely.

10.40 P.M.—Late Letters may be posted on board the packet with Late Fee of 18 cents until time of departure.

Quotations.

HONGKONG, January 6.

OPIMUM.—New Patna, cash...\$570

" Old " cash... 549

" New Berar, cash... 542

" Old " cash... 520

" New Malwa, credit... 710

" Allowance Telsa... —

" Old Malwa, credit... 770

" Allowance Telsa... —

Exchange.

Bank, Wire... 3/98

" Demand... 3/98

" 30 days' sight... 3/97

" 4 months' sight... 3/104 1/2

Credits, 4... 3/108

Documentary, 4 months' sight, 3/102

India, Wire... 226 1/2

" demand... 73

Shanghai, demand... 73

" 60 days' sight... 73 1/2

Gold Leaf, 99 1/2 fine... 27.

Sovereigns... 5.24

Shares.

Hongkong Bank, 62 1/2 prem. sales.

Union Ins. Society of O'Connell, \$1,400, sales.

China Traders' Ins. Co., \$1,325, sales.

North China Ins. Co., Tls. 1,125, buyers.

Yangtze Ins. Assoc., Tls. 740

Chinese Insurance Co., \$300, ex divl.

H.K. Fire Ins. Co., \$820, sales.

China Fire Ins. Co., \$220, sellers.

H.K. & W. Dock Co., 9 1/2 prem. sales.

H.K. & C. M. S.-boat Co., \$23 prem. sales.

Shanghai Steam Navigation, Tls. 11

China Coast St. Nav. Co., Tls. 109

Hongkong Gas Co., \$70

Hongkong Hotel Co., \$66.

China Sugar Refining Co., \$155, buyers.

Chinese Imperial Loan of 1874, nominal of 1877, do.

Temperature.

(Taken at Messrs Falconer & Co.'s Premises, Queen's Road.)

HONGKONG, January 6.

BAROMETER—9 A.M.... 30.232

Do. 1 P.M.... 30.126

Do. 4 P.M.... 30.112

THERMOMETER—9 A.M.... 61

Do. 1 P.M.... 65

Do. 4 P.M.... 63

Do. (Wet bulb) 9 A.M. 57

Do. Do. 1 P.M. 59

Do. Do. 4 P.M. 56

Do. Maximum 66

Do. Minimum over night 56

MEMOS FOR TO-MORROW Shipping.

Noon.—*Albany* leaves for Amoy, &c.

11 p.m.—French Mail leaves for Ports of Call and Europe.

Tenders Close.

Tenders for Painting and Colouring, to be sent in to Naval Storekeeper's by Noon.

General Memoranda.

THURSDAY, January 8:—
 Daylight.—*Douglas* leaves for Coast Ports.

2 p.m.—*Charlton* leaves for Saigon.

FRIDAY, January 9:—
 Noon.—*Diamond* leaves for Manila.

2 p.m.—Auction of Books at Mr J. M. Armstrong's Sales Rooms.

SATURDAY, January 10:—
 Daylight.—*Milton Bishi* Mail leaves for Yokohama via Kobe.

WEDNESDAY, January 14:—
 3 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

11 p.m.—English Mail leaves for Ports of Call and Europe.

FRIDAY, January 16:—
 2 p.m.—Auction of German brig *Carl*.

FRIDAY, January 23:—
 9 p.m.—"Sorcerer" at the City Hall.

SATURDAY, January 24:—
 Noon.—*Memmut* leaves for Singapore, Brisbane, &c.

THE HONGKONG DISPENSARY,

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.

FAMILY & DISPENSING CHEMISTS,

WHOLESALE AND RETAIL DRUGGISTS,

IMPORTERS

OF

DRUGGISTS' Sundries, Nursery Requi-

sites, Toilet Requisites, English,

AMERICAN, and FRENCH PATENT

MEDICINES.

MANUFACTURES

OF

Soda Water, Lemonade, Tonic Waters,

Gingerade, Potass Water, Sarsaparilla

Water, and other Aerated Waters.

The Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

THE CHINA MAIL.

HONGKONG, TUESDAY, JANUARY 6, 1880.

From the wording of the circular issued last evening by the principal steamers' agents of the port—that "the Conference rules as regards this Port are cancelled on and after this date"—a doubt has been raised in some minds as to whether the cancellation of the Conference rules has been general, at home as well as in China and Japan. We confess to having entertained a similar doubt on a first perusal of the circular; but a closer examination of the facts and probabilities appear to leave little doubt that the Conference has terminated at both ends of the line. The "instructions from England" arrived here in the form of a telegram to the local Superintendent of the P. & O. Company, having been despatched to that gentleman by the Company's Agent at Shanghai. From the wording of that message it would seem to be perfectly clear that a break-up of the Conference has taken place, and that the old rules of shipment have been inaugurated in England with the New Year. It will be remembered that clause 11 of the agreement regarding Outward freights reads thus:—"This agreement includes all steamers, and sailers despatched by the signatories up to the 31st December, 1879, and then terminates unless renewed. If renewed, any one of the parties concerned can withdraw, at any time, after the expiry of one month's notice." The corresponding clause referring to Homeward vessels varies in its terms as to date of termination, and runs as follows:—"25.—This agreement includes all steamers going out under its provisions and leaving their first port in the East up to 1st March 1880, and then terminates unless renewed." The natural inference, therefore, appears to be that, as the agreement terminated in England on 31st Dec. by failure to renew it, its cancellation in the East (three months before its termination) became a necessity, and it was accordingly telegraphed with all speed. Although it might have been less open to misconception to have announced that the Conference having lapsed, the rules affecting shippers here were thereby cancelled, it must be admitted that the local agents have kept within their instructions and their powers by simply notifying that, so far as shipments from this port are concerned, the objectionable rules are dead. The only colourable doubt that may exist is caused by the absence of direct telegraphic advices on the part of several houses here that may be largely affected by the change. This, however, may be explained by the assumption that the termination of the

Conference agreement was well known at home, while the despatch of orders to cancel the rules abroad was also communicated to all concerned in England. Anyhow, it seems to us most unlikely that an order should be given to cancel rules in the East before the 31st of March, if the Combination had been renewed at the end of the year. We conclude, therefore, that the Agreement has lapsed, affecting Outward as well as Homeward shipments.

It is beyond a doubt that the manner in which this Conference business was managed has been universally condemned—alike by shippers and steamer agents—in the East. Indeed, some difficulty has been throughout experienced here in realizing that such supreme folly could have been connived at by some of the larger companies included in the list of signatories. That some arrangement as to freights was not only desirable but necessary had been admitted on all hands; but, as Mr. Duncanson sensibly put it, that arrangement could have been successfully made in one way only, viz., fairly and openly in consultation with shippers. That course is the one which no doubt will now be followed, and that in a manner satisfactory to all parties. There is little question about the power of the great steam-lines to secure a fair amount of remuneration for their carrying services, if they will but go about it in a fair and conciliatory spirit; and while this object can be the more readily attained with the prospects of the increasing prosperity of trade, the shippers are also to be congratulated on the termination of one of the most ill advised and arbitrary attempts at monopoly which has been seen for many a year.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL"]

(Per E. E. A. & O. Telegraph Co.'s Line.)

LONDON, Jan. 3.

THE BRITISH AMBASSADOR AND THE FORT.

The British Ambassador at Constantinople suspended diplomatic relations with the Porte, but the matter in dispute has since been arranged.

SIR GARNET WOLSELEY RETURNS TO ENGLAND THIS

iron caulked with the gum and sunk in the waters of the Chatham Dockyard. At the end of two years the iron was taken out and found quite free from fouling or corrosion. Moreover, the gum, says the *Times*, has been tried in South Africa, and it successfully resisted the attacks of white ants, the pests being intensely bitter and disagreeable to those insects. The Euphorbia gum is now being introduced into England. "We have examined," says the *Times*, "several applications of this composition, which gives a coating alike impervious to air or moisture; while, according to results, its own peculiar protective property remains unimpaired."

Recent passengers by the overland route are, says the *Statesman*, full of gratitude for the comfortable way in which they are conveyed across France and Italy, for the Pullman palaces are now an established feature in the overland journey. This additional comfort, however, unfortunately heightens the contrast, always sufficiently marked, between the railways in Italy and Egypt, and the Indian public should not be content until the Pullman car is fairly established on the Egyptian railway also. A little healthy agitation should be brought to bear on this reform. The London manager of the Pullman Car Company has signified his readiness to supply the Egyptian railway directly he is convinced that there would be a regular demand. In reply to this intimation, a letter was framed on board the *Bangalore* and signed by all the passengers, assuring him that there would be no want of travellers willing to pay liberally for a quiet night in the transit through Egypt, which is at present one of the most disagreeable items in a journey. This is a good example, and it might well be followed by the passengers of succeeding steamers. The terms on which railways are supplied with sleeping cars are remarkably moderate. The Pullman Company supplies the cars and pays the conductor, and only receives in return the excess over ordinary first-class fare. These were the terms accepted by the Italian Government, and that the French Government rejected the same terms, demanding in addition half of the excess fare, and that this rejection made by them is the reason why mail passengers, going home over the Continent, have now to change at Bologna from the Pullman car into the rather inferior Maun Boudoir car.

MR. HENNESSY'S DEFENDERS IN JAPAN.

The *Japan Mail* has a three-column article on the Hongkong Community and Mr. Hennessy, in which our contemporary suggests that the *L. & C. Express* would argue that in Hongkong, "the people" stands for the "comparatively few heads and dependents of the English and other foreign firms which are there established; and that the hundred-fold more numerous Chinese residents have no part or place in the category." Now it is most unfair to ascribe any such meaning to the paragraph quoted from the columns of the London weekly summary referred to. What was meant and what was said—and what we all mean and say—is that Mr. Hennessy has endeavoured to get a name for himself for fairness, impartiality and so on by a course of radical injustice to the colonists of Hongkong. By putting Lord Carnarvon's "lambs" as per order, and throwing all the sense of human kindness which animates his mind into the scale for the Chinese criminals and against the best interests of the Colony as represented by European merchants and all those who form the mainstay of the Colony's commerce, he has brought upon himself the contempt of all those whose good opinion in the Colony is worth securing, has spread widely discontent and given great and repeated cause for complaint. The *Express* put very mildly the true state of the case in the paragraph to which the *Japan Mail* takes exception. Again, our Yokohama contemporary says,—"It is a principle of the Imperial Scheme that each individual entrusted with the direction of any part of it shall receive the support of those by whom he is delegated. If he were unworthy of such assistance he would not have been appointed, is the unwritten maxim applied to him. All the better for him if his actions are morally worthy of the countenance on which he can depend. How strong a man must feel in himself if he is conscious that he has earned it by the consistent maintenance of a firm yet mild, gentle and humane policy." Precisely so; and how small a man must feel when his actions are not approved by the Secretary of State, when the members of his own Legislative Council refuse to accept as true his written records of interviews, &c., when such a letter can be written of and about him as is on file from the Hon. Mr. Lowcock, and when the Secretary of State has occasion to write such a stinging despatch as that we published the other day. Mr. Hennessy's friends of a verity have no great cause to congratulate him on the success of his labours here or elsewhere as a Governor. It has come to be the fashion—for there are fashions in politics as in everything else—whenever the Governor of a Colony institutes a class rule and slides with that race and colour which is not his own, the Exeter Hallites and many others at a distance immediately take it for granted that the Governor who sides with the natives is right, that "the poor down-trodden heathen" are being badly used, and that every inhabitant of the Colony, however mild and gentle and humane he may be, however long he may have been in the Colony, and however much less his temptation may be, as compared with the temptation of the Governor, to pose

as an ultra-humanitarian, must be in the wrong and must have been so all along; and the present Governor's predecessors must have been as bad as they were, and have connived at it. Thus it is that, as we have said, our national character for fair play is chiefly based on a series of acts of injustice to those of our own nation by men who have been actuated by less worthy motives than a love of Justice. Mr. Hennessy's detractors, we are told in the *Japan Mail*, "are all contained within the narrow limits comprising the foreign residents of the island and their friends abroad; in all other circles his name is esteemed and honoured, and nowhere more than in Japan." The last touch is exquisite! We would only remind our Japan contemporary that the simple fact of nobody knowing our own grievances so well as we ourselves and our friends do is very easily accounted for. No one knows where the shoe pinches so well as he that wears it. We have before dealt with the Governor's Japan trip, and the incompatibility of what was said and done there with the official position he holds here. That matter has attracted attention elsewhere, and in the highest quarters too. We are not paying the Japanese officials a high compliment nor Mr. Hennessy either when we say that we should just fancy him the precise man they would be "taken" by. All the glamour attempted to be thrown over his "vice-royal progress" was the work of the officials. The *Japan Mail* finishes up with a statement which we should distinctly advise our readers to take with a few very large grains of salt. Our contemporary refers to the Governor of Hongkong as "that British subject and Governor, of whom no less a judge of human nature than General Grant recently exclaimed, 'Hennessy is one of the noblest men I ever met.' General Grant's speeches are known to be always brief, but they never partake of idiocy. General Grant is currently credited with the power of seeing through a ladder, at all events."

REPETITION OF "THE SCHOOL FOR SCANDAL."

The repetition of this most successful performance at the Theatre Royal, by the members of the Amateur Dramatic Club, was as great a success as the first representation, although naturally there was not so many present to witness it. Although there was a fairly good house, we were somewhat surprised to find that it was not better filled. Still the piece went as vivaciously and smoothly as the most optimistic could have wished; and a calm leisurely enjoyment of the fine acting and the excellent accessories lead us to endorse every word we have previously written on this pleasant subject. The *Lady Teazle* of Mrs. Bernard seemed more perfect than before simply because, seeing her for a second time, one had an additional opportunity of admiring the ease and grace of her acting in all its carefulness of detail. Mrs. Hockley's *Lady Sneerwell* was as accurately portrayed as ever, and the final shot "May your husband live fifty years" was so well done that it brought down the house. Mrs. Candour (Madame Chervin) was more at home throughout than on last occasion, and was most heartily received. Sir Peter (Mr. Hockley) was as great as ever; and when one fully realizes this powerful transformation (as a second performance enables one to do), it becomes perfectly evident that this popular actor has surpassed himself. His conception of the character stands alone, and we do not expect to see a better in any place or at any time. As *Joseph Surface*, Mr. Auld was more free and easy than on the first occasion, and his admirably correct rendering was thereby enhanced; he has clearly demonstrated that he can shine in any role he may undertake, and he is therefore a most valuable member of the Corps. Mr. Crisparkle's rollicking part (*Charles Surface*) was certainly more accurate than on his first appearance. Some of his hits were capital, given, and he won the warm favour of the audience by his gaiety and reckless good-heartedness. There are few who could have filled the part with more success; and that is saying a great deal, in this Colony. The minor parts were as creditably filled as on their first appearance; indeed we liked the *Rowley* of Mr. Corcoran better last night than before—his get-up seemed to be more effective, and his quiet, careful acting was most creditable. Marvellous precision and smoothness characterized the entire representation; and now that the A. D. C. possesses more varied talent than we can remember it ever to have done before, we trust to see more of the same kind of really enjoyable, high-class dramas as that so creditably placed on the stage on this occasion. The principal performers were called before the curtain at the close, and the piece was fully and unweariedly appreciated throughout. The band of the Inniskillings played during the short intervals between the acts.

An American, who had never paid more than twenty-five cents (one shilling) in his own country to see an exhibition, went to a Liverpool theatre the other evening to see "The Forty Thieves." The ticket-seller charged him two shillings. Passing the pasteboard ticket back, he quietly remarked,—"I guess you can keep it, mister; I don't want to see the other thirty-nine;" and out he marched with true American dignity.

A Pearl street grocer has placed on exhibition a best measuring twenty-two inches in length and two feet in diameter. We dislike to take him down, but one of our hotel proprietors lately picked into the street a best six feet high and thirty-eight inches round the chest.

Police Intelligence.

(Before C. V. Creagh, Esq.)
Tuesday, Jan. 6.

BRANCH OF THE OPIUM ORDINANCE.
Lum Ah-chu, 59, a milkman, appeared on a warrant charged with retelling prepared opium without a license.

Ma Anam, an excise officer, stated that on the 27th ult. he visited defendant's house, No. 1 Ship Street, and found him boiling opium. Witness had since ascertained that defendant had no license, and went there again this morning and seized a quantity of prepared opium.

In defence prisoner said he had not boiled any opium for a long time. He had never been in possession of a license.

Fined \$40, in default, six weeks' imprisonment.

FIGHTING IN THE PUBLIC STREET.
Two hawkers, with Achan and Un Ahung, were charged with fighting and creating a disturbance in the public street on the 5th instant.

First defendant said he was having some soup at a stall when he split some on the second prisoner's foot and a quarrel ensued. He also admitted three previous convictions as a rogue and vagabond.

Second defendant had been once in durian vile, also as a rogue and vagabond.

Fined \$5 each, in default fourteen days' imprisonment with hard labour.

UNLAWFUL POSSESSION.
Tang I-po, 83, a coolie, was charged with being in unlawful possession of a freshly cut tree on Morrison Hill on the 5th instant.

The defence was that a man asked him to carry the tree for him; but this man he was unable to find.

Fined \$1, in default seven days' imprisonment with hard labour.

Japan.

YOKOHAMA.

(Mail.)

Among the men-of-war there has been little movement. The Italian corvette *Felice Pisani* returned to the anchorage from Yokohama, where she has been in dock, and the British gun-vessel *Grouler* left for Kobe yesterday.

The German frigate *Vinda* sailed from Europe via Madeira and the Cape of Good Hope for Japan early in November. This vessel was well-known in these waters two years ago. Prior to her departure she received on board several Japanese cadets for instruction in the duties of the naval profession.

The sanitary bureau has issued its usual report of cholera cases up to the 20th of December instant. The total number of persons attacked to that date since the commencement of the epidemic was 164,275; of these 97,246 have died, 47,273 recovered, and 19,576 remain under treatment. The percentage of mortality amongst the patients has been 59.31 per cent; and the proportion of cases which has occurred to each ten thousand of the population, 47.07.

We understand that Yanagawa, in Chikugo, has lately been included in the numerous towns which now enjoy the benefits of telegraphic communication with the rest of the empire.

A fire occurred at Aokimachi in Kanagawa yesterday morning at about two o'clock, and was not extinguished until half-past six. At one time, in consequence of the heavy gale which was blowing, it was feared that a very large portion of the town would have been destroyed; and, as it was, one hundred and thirty-five buildings were burned down. We are sorry to report that three firemen lost their lives in endeavouring to check the conflagration. The fire is said to have originated in a small building used for storing wood.

At ten minutes past two on the afternoon of the 23rd instant, a slight shock of earthquake, of about four seconds duration, was felt in this settlement.

We learn from the *Mainichi Shinbun* that an Envoy Extraordinary will, in a few days be appointed from amongst the Sangi or Chokunin, and be despatched to China early next year on a special mission.

His Excellency the Belgian Minister had an audience of His Majesty the Emperor on Tuesday last. His Excellency's lady was received by Her Majesty the Empress at the same time. The two French officers in the War Department, who are leaving for Europe, were also admitted to an audience. His Majesty thanked them for the services they had rendered to the empire during their stay in Japan, and presented them with rolls of silk broads as a farewell gift.

His Royal Highness The Duke of Genoa left a considerable sum of money for distribution amongst his attendants during his recent visit to Tokio.

It has been finally decided to erect the new Naval college in the foreign style. The estimated cost is three hundred and twenty thousand yen.

From the *Nichi Nichi Shinbun*, we learn that the cost of the new powder manufactory at Tokio will be two hundred and twenty thousand yen. The money has been handed over to the Military Department for disbursement.

The *Hochi Shinbun* states that the match factory established in Hakodate, last summer, by the Colonization Commission has proved very successful. The matches produced are of excellent quality and have been disposed of at a moderate price, thus proving a great boon to the inhabitants.

The competitive exhibition of cotton, sugar, &c., at Osaka, will be held in the Government Museum building there, on the 15th March next. Mr. Tanaka and several other officials will leave Tokio about the 9th January to arrange the preliminaries and get everything in order by the day appointed for opening. It is reported that there will be about three thousand exhibitors of cotton from Hiogo, the famous cotton district of Japan.

The *Hochi Shinbun* of the 25th instant says that a rumour is current, that the government will dispose of one million silver yen in a few days.

The *Glenorchy* has brought about thirty miles of submarine telegraph cable, which is intended to be used in laying a fresh cable across Tsugaru Straits to Hakodate.

About five millions of the new yen denomination of kinatsen are ready for issue, and will be exchanged for the paper money now in circulation, as soon as the five and ten yen denominations are completed. It is stated that two yen kinatsen will be abolished.

Japan is about to add to her constantly increasing and admirable light-house system by the erection of a light at Cape Yachi-ishi, near Tsuetsugu.

In future, Japanese debtors who are unable or unwilling to liquidate their liabilities,

are to be sentenced to terms of imprisonment varying according to the amount of the debt.

Hiogo.

(News.)

A China cow belonging to the manager of the Hiogo Hotel has lately dropped four lambs, all of which are thriving, and promise to become as hearty as their mother. Who says the climate of Japan is not suited to sheep?

The police authorities of Sakai Ken have informed the police department of this prefecture that on the morning of the 8th inst. a dead body, apparently that of a foreigner, was found on the sea-shore at Nishi-hama, in the Ken first-mentioned. From the description given, the body is supposed to be that of a seaman belonging to the German frigate *Prins Adalbert*, who was missing when the vessel left Kobe for Nagasaki.

The mania most in fashion at the moment amongst the people of Osaka appears to be one for cats; not the *neko* of Shin Maohi or Horiye, as the *Shimpo* tells us—they are always in fashion—but the true *neko* of the genus *Felis*. The present price of choice specimens does not exceed ten yen, but there is no reason why the price of an animal of this kind, useful as well as ornamental, should not eventually reach figures such as were some years ago paid for rabbits and swine. What a number of manias the idiotic *kamemochi hito* has developed of late years! Rabbits, hogs, roes, game-fowls, gold-fish, and fighting-dogs have each had their day, and now comes the "harmless, necessary cat!" What next?

Kioto is to have a new post-office, it appears. If it could only have a new staff of officials, from messengers upward, the public, we fancy, would be content with the premises in which the business of the department is, after a fashion, now being conducted. The erection of the new building has already been commenced, its completion being looked for about April next. It will be situated in San-jo, and will take up a space of ground measuring 20 ken from east to west and 28 ken from north to south. Besides the general office, which is to be two-storied, there will be a small building, and a godown. The foundations of the buildings will be of Shirakawa stone, and will be some three feet in height above the ground level. The estimated cost of the whole work is 12,000 yen. It will be delayed by the general government.

The profitable employment of convict labour is a problem which seems to have been satisfactorily solved by the authorities of Hiogo Ken. If we may judge from the success which has attended the operations of the Hiogo Jail Match Factory, the premises in which the manufacture of matches by prison labour was first started in Kobe were some months ago burnt down; but they have since been rebuilt and enlarged, and work is being vigorously proceeded with every day. Such is the demand for these matches in Shanghai, we are told, that every package made by the prisoners is shipped thither, and not a box is now offered for sale in Japan. It would appear that the local authorities thoroughly realise the advantages of utilising the labour of the convicts, as, says the *Asahi Shinbun*, in future hard-labour is to be substituted in all cases in which dogging would now be the penalty inflicted on an offender against the law; and that, in order to provide for the expected influx of criminals, additions are to be made to the already large jail.

One more attempt is to be made, it seems, to establish a native newspaper in Kobe, Mr. Kashima Hidemaru and another *Awa* man having applied for permission to publish a journal to be called the *Kobe Shimpō*.

(From the Native Papers.)

During the month of November 11 armed robbers and 184 burglars were arrested in Osaka; 25 houses were entered by thieves carrying arms, and 979 by ordinary house breakers; and 34 pick-pockets were caught and convicted.

A wealthy sake brewer of Imaden Maru, near Nada, Hiogo Ken, whilst repairing his godown, a few days ago, came across about 10,000 old *ku-ban* and silver coins, lying buried in the ground.

The Chinese residents of Kobe contemplate purchasing a large porcelain *toro*, or lamp, with the intention of presenting it to the Kusunoki temple. It is to cost 5,000 yen.

The quality of paper known as Echizen Hosho is much used in England for wrapping paper, and as labels for bottles; and, just now, great quantities of it are being exported.

Mr. Sudzuki, an official of the Home Department, paid a visit to the Osaka Fu-cho, on the 8th inst., on business connected with the exhibition of side-lamps on sea-going vessels trading in Japanese waters.

An almshouse ("Kiniku-shō") is to be erected near Kobe, on the open ground beyond the old Ikuta River bed. It will cover about 2,000 *tsubo* of ground, and is intended as a provincial establishment, the poor from all parts of Hiogo Ken being eligible for relief. The Ken-ōbō has presented 2,000 yen towards its erection.

The *mikan*, or Japanese orange, is the chief product of Ki-shin, and more than 400,000 boxes of the fruit are exported to Tokio from the province, annually; mostly by the *Mitsui Bishi* steamers although junks occasionally take a considerable quantity. This year, the Orange-growers Guild raised a subscription, and with the proceeds built a sailing-vessel on the foreign model. On the 17th ult., the craft started from Arita with her destination. This is considered a smart passage.

The telephone is now in use in about thirty different parts of the empire, and such is the importance attached to its use that the central government is continually receiving requests for permission to use it, from the officials of the various *fu* and *ken*. On account of the expense, however, the applications have in most cases to be refused.

The price of silver money still continues very high. With the object of improving the price of *ataw* Mr. Sumitomo has just sold \$20,000 worth of coin.

During the past year, mortgages on 4,668 houses were registered in Osaka, 2,348 buildings changed owners, 684 houses were built, and 45 were pulled down.

Mr. A. Marks (an Englishman) has been appointed Japanese consul in Sydney, Australia.

The salaries of all officials attached to Japanese legations in foreign countries will, on and after the first of the coming year, be increased. This is on account of the great depreciation in the value of the paper currency, in which they are paid.

In consequence of the death of the late Queen Anne, R-O-S-N-P-S-N-C & Co. will sell her lamented Majesty's torgery cheap.—Puck.

TRAFFIC BY THE M.B. NEW LINE.

The following particulars are from an article on "The Development of the Export Trade" which appears in the *Hiogo News* under the signature of Din Ni-lon:

It is, I believe, generally acknowledged, that there are but two remedies for the state of things at present existing in this country—namely, protection, or an increase of exports.

On the subject of the first-named expedient I shall say nothing; the other plan is practicable. In the case of Japan, the last-named is by far the better way to help along the country. Protection should only be resorted to as a last resource; whilst the development of the export trade of the country should be, at all times, the aim of the Government and the people. Any private enterprise or act of legislation, tending to the consummation of so desirable a result cannot be too highly encouraged.

A step in the right direction, and one, too, that even at this early stage of its inception, is bearing fruit, is the establishment of a line of steamers to Hongkong, by the Mitsui Bishi M.S.S. Co.

Through the courtesy of the Superintendent of Customs at this port, I am enabled to present the following statistics of the newly-established Kobe-Hongkong trade, which show more plainly than can any arguments the good already achieved.

SHIPMENTS PER M.B. STEAMERS TO HONGKONG:

Per	from	Tons.	Value.
<i>Nigata-maru</i> , Yokohama 12			
" " Kobe 304		\$47,256	
<i>Sumida-maru</i> , Yokohama 33			
" " Kobe 262		40,749	
<i>Nigata-maru</i> , Yokohama 30			
" " Kobe 347		38,706	
<i>Takasago-maru</i> , Yokohama 30			
" " Kobe 143		17,724	
<i>Nigata-maru</i> , Yokohama 50			
" " Kobe 669		95,485	

The total amount of cargo carried by the M.B. steamers on the four "return" trips was for Kobe 1,110 tons; the value being \$90,729.42; whilst the gross tonnage of goods exported from this port to Hongkong in the five trips accomplished, 1,725, and in the value of the goods \$239,940.

In estimating the value of these exports from Kobe the largest item to be considered is copper, which, as my readers are probably aware, goes chiefly to India, via Hongkong. The balance is principally made up of articles of food used by Chinese, such as *beche de mer*, edible sea-weed, *asabi*, mushrooms, &c. And I may say that so great is the demand for these articles that the supply does not nearly meet it. By the *Nigata-maru*, such quantities of goods of this description were shipped that the market, both in Kobe and Osaka, was exhausted, and prices were forced up thirty per cent.

Kobe is doubtless destined to reap the largest amount of benefit by the opening of this line, the capabilities of which might be greatly increased if the M.B. Co. could manage to form a connection with some one of the many lines of steamers running from Hongkong to India, or by extending the present line to Bombay. The line last-named would not at present be likely to prove remunerative, whilst the former is, I think, not only practicable, but would from the very beginning most likely prove profitable, on account of the facilities it would afford to shippers of coffee, &c., to the United States, and importers of Bombay yarn, considerable quantities of which have arrived here direct during the present month; being almost the only direct importations of that article that have been made to this port for years. This certainly presages well for Kobe, which should, now that there is direct and regular communication with Hongkong, import all (or nearly all) the cotton yarn now used or distributed in Osaka; which amounts to three-fifths of the entire quantity imported into Japan. The finest quality of yarn brought into the country is used in Tokio and the adjacent provinces. It is used in the manufacture of textile fabrics composed of cotton and silk, wrought in native looms; whilst the Bombay yarn, which is coarser, is used almost exclusively in Osaka and the districts which surround it, in the manufacture of fabrics of pure cotton.

Present indications point to a large increase in the trade in cotton yarn between this port and India direct. Public attention has been, time and again, called to the importance of the direct trade, in the columns of this journal; the native press of Osaka has taken the matter up, and the members of the Osaka Chamber of Commerce have begun to realise that the merchants of the commercial metropolis are losing both time and money in going to Yokohama for an article which, under the existing state of affairs, can be laid down in their godowns not only much more quickly but as much as a dollar and a half per bale cheaper than it can be got for if purchased there.

The trade in question once fairly started in Kobe, the silk-trade would follow almost as a matter of course, and the port would enter upon an era of prosperity hitherto unequalled in her history.

THE ACCOMMODATION ON BOARD THE P. AND O. STEAMERS.

A correspondent writes as follows to the *Calcutta papers* regarding a subject on which we also gave from the *Bombay Gazette* the article referred to:—

I am glad to see the article on P. and O. steamers from the *Bombay Gazette*, which you have re-published. It is absolutely vital importance that steamers should be able to sail as well as steam. In cyclones—and the P. and O. steamers are constantly traversing their paths at cyclonic seasons—a ship lies to, that is, its head is put to the wind, and it steams at a slow speed, say, 3 knots an hour. As long as it can steam and steer, it can lie to successfully, and ordinarily there is no danger, though there may be discomfort, as in all rough weather. But if either steaming or steering apparatus fails, a ship is simply a log, unless she will answer to sails. Now, it is evident, from the experience of the *Ustrak*, not pleasant for those concerned when a ship is a log in the English Channel. I leave your readers to imagine how far less pleasant it would be in the Eastern seas in a cyclone. Accidents to screws, especially on board the P. and O. Company's ships have been frequent of late, but it does not seem to be generally known that the *Lombardy* on her last voyage to Calcutta slipped her screw as she entered the Hooghly, and was ignominiously towed up the river between two tugs. Had this accident occurred at sea instead of where it did the situation would have been very different. As regards cabins, the remarks of the *Bombay Gazette* apply in full to the *Bindostan*, and every passenger by her must, in this connexion, be glad that she is a thing of the past. P. and O. ships

ought to be built with regard to the necessities of hot and cold climates, and in hot climates the cabins are the most important consideration. A foot or even nine inches added to the breadth of the cabins on either side is an important addition, while eighteen inches or two feet deducted from the breadth of the saloon is of no consequence. The reason is obvious. Except for meals the saloon is not in general use, for in warm climates, in fine weather, the deck is the sitting-room. In the bad season of warm climates, that is, in the monsoons, there are few passengers, and the same fact is true of that part of the voyage which is made in the cold climate between Alexandria and Southampton. Under such circumstances the saloon is more than ample for all who use it habitually; but shipbuilders, who like to make a show, wish to impress people coming on board by the width of the saloon. Experienced passengers know, however, that the test of personal comfort is the cabin. In all that the *Bombay Gazette* says about the cabins near the screw everyone must agree. I know a case in which there is every reason to suppose that a lady's life was saved by her removal from a stern cabin to one amidships, where there was less motion. By this means the sea-sickness, which was exhausting her, was checked. And yet the P. and O. charge the same for cabins, whether good or bad, and whatever the season of the year. If that company wants successfully to meet its cheaper rivals, it must charge lower and differential rates according to season and accommodation, and will thus heat them on their own ground, and have full steamers at all seasons. But there is a cherished saying on the part of P. and O. officials that passenger traffic does not pay. This is, of course, a pure fiction; taken in a general sense, it is of course not pay with few passengers and all the apparatus for many. But whose fault is it that there are not many?

COMMERCIAL REPORT.

METALS.—During the period under review, all Metals have been heavy, except Silver, which has been eagerly taken wherever it could be begged, borrowed, or stolen. There were general complaints that the supply of this Metal was not sufficient for the requirements of foreign trade, and that too much of it passed into Native hands. Our house-boy, however, says this is not the case.

TEA. was in some request early in the morning, but was neglected during the greater part of the day. A brisk demand, however, sprang up about 6 o'clock, and although it has slackened off, we look for a revival of enquiry soon after Soda-water time to-morrow morning.

SILK.—The prospects of this article were bright in the morning, brighter still at Cock-tail time, and brilliant after stiff, but they became duller towards evening. Specimens turned blue with the cold, the *Jaeger* brand was less lively than usual, and all the Beautiful Women went home to tea.

DRILLS were steadily held for every Wednesday, until the *Ni-ko* Club was sent up country, when they passed into too many hands, and were irregular.—Puck.

H. M. SHIPPING ITEMS.

An order has been given to the *Barrow-Furness Shipbuilding Company* by the *Human Company* for a steamer, intended for the Atlantic service, which, it is said, will be the largest, finest, and fastest in the world.

The Pacific Steam Navigation Company have begun to use the electric light in the illumination of the saloons on board their steamers. The light was first successfully tried in the saloon of the new steamer *Hendosa* belonging to that company, as she came round to Liverpool from Glasgow, a simple gas flame lamp and electric lamp, employed for the illumination of the *Upper Brothers* boiler ship, being used for the occasion.

The order for new engines and boilers for the magnificent yacht *Wanderer*, the largest in the world belonging to a private owner, has been given to Messrs. D. & W. Summers, and Co., of the Northern Iron-works, Southampton. The new machinery will consist of a pair of compound engines of 10-horse power nominal, with steel boilers, working at a pressure of 60 lb. per square inch.

Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers, &c.:—

VESSELS TO ARRIVE.

AT HONGKONG.		
Left.	Name.	From.
May.		
6, Alexander,		Penarth
31, Newcastle,		Antwerp
June.		
27, Pym,		Antwerp
July.		
10, Comus,		Glasgow
24, Primrose,		Penarth
Aug.		
9, Ellz. Rickmers,		Penarth
16, Minnie Carvill,		Cardiff
17, Coldstream,		Antwerp
18, Glandinorwig,		Antwerp
18, Bannan,		Hamburg
Sept.		
13, Hecla,		Penarth
13, Carmelita & Ida,		Cuxhaven
20, Lucia,		London
28, Livingstone,		Cuxhaven
Oct.		
3, Parnas,		Cardiff
9, Gaunymede (s.),		Liverpool</

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE,
ADEN, SUZ, ISMAILIA, PORT
SAID, NAPLES, AND
MARSEILLES;
ALSO,
PONDICHERY, MADRAS, CALCUTTA
AND ALL INDIAN PORTS.

ON WEDNESDAY, the 7th January, 1880, at 11 p.m., the Company's S.S. *ANADYR*, Commandant DE BOISSENIL BARON, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.
Cargo and Space will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted until 10 a.m.
Cargo will be received on board until Noon, Specie and Parcels until 2 p.m. on the 7th January, 1880. (Parcels are not to be sent on board; they must be left at the Agency's Office.)
Contents and value of Packages are required.
For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, December 27, 1879. ja8

MITSU BISHI MAIL STEAMSHIP COMPANY.

STEAM TO YOKOHAMA VIA KOBE.

THE S.S. *NIIGATA MARU*, Captain WALKER, due here on or about the 5th Jan. 1880, will be despatched as above on SATURDAY, the 10th Jan., at Daylight.
Cargo received on board and Parcels at the Office up to 6 p.m. of 9th January.
No Bill of Lading signed under \$2 Freight.
All Claims must be settled on board before delivery is taken, otherwise they will not be recognized.

RATES OF PASSAGE.
To KOBE..... Cabin \$60. Steerage \$15.
" YOKOHAMA..... Do. \$75. Do. \$20.
" NAGASAKI..... Do. \$75. Do. \$20.
A REDUCTION is made on RETURN CASH PASSAGES.

CARGO and PASSENGERS for Nagasaki will be transhipped to the Shanghai Mail Steamer at Kobe.
For further Particulars, apply at the Company's OFFICES, No. 6, QUEEN'S ROAD CENTRAL.

Hongkong, December 29, 1879. ja10

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL AND

UNION PACIFIC AND CONNECTING RAILROAD COMPANIES.

ATLANTIC STEAMERS.

THE S.S. *GAELIC* will be despatched for San Francisco via Yokohama, on WEDNESDAY, January 14th, 1880, at 3 p.m., taking Cargo and Passengers to Japan, the United States, Mexico, Central and South America, and Europe.
Connection is made at Yokohama, with Steamers from Shanghai.
Freight will be received on Board until 4 p.m. of the 13th January. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.
A REDUCTION is made on RETURN PASSAGE TICKETS.

Consular Invoices to accompany Overland, Mexican, Central and South American Cargo, should be sent to the Company's Offices addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, December 29, 1879. ja13

Notices to Consignees.

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Hesperia*, Capt. JOHANNSEN, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.
Cargo remaining undelivered after the 5th January, 1880, will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by SIEMSEN & Co.

Hongkong, December 31, 1879. ja7

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S.S. *Suez*, Capt. EATON, having arrived from the above Ports, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.
Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense.
Consignees are also hereby informed that any Claims must be made immediately, as none will be entertained after the 12th Instant.

D. SASSOON, SONS & Co., Agents.

Hongkong, January 8, 1880. ja10

Notices to Consignees.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S.S. *Venice* having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.
Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co.

Hongkong, January 5, 1880. ja12

NOTICE TO CONSIGNEES.

S. S. "NIGATA MARU" FROM KOBE AND YOKOHAMA.

CONSIGNEES of Cargo by the above Vessel are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge or remaining on board after TUESDAY, the 6th Instant, will be landed and stored at Consignees' expense and risk.

No Fire Insurance will be effected.

MITSU BISHI MAIL S. S. Co.,

6, Queen's Road Central.

Hongkong, January 5, 1880. ja12

TO BE LET, FURNISHED, from 1st February next—"EXCELSIOR,"

ROBINSON ROAD. On view by appointment.

EDMUND SHARP, Supreme Court House.

Hongkong, December 29, 1879.

TO LET.

FOUR-STORYED HOUSES in Hollywood Road.

A HOUSE in Lyndhurst Terrace.

Apply to E. R. BELILIOS.

Hongkong, December 27, 1879.

"ROSE VILLAS"—EAST.

SIX ROOMS, upon BONHAM and ROBINSON ROADS. GAS, WATER, FLOWER and VEGETABLE GARDEN, STABLE and TENNIS LAWN.

Apply to SHARP & DANBY,

No. 6, Queen's Road Central.

Hongkong, November 1, 1879.

TO LET.

A FIRST-CLASS STONE FLOORED GODOWN, Situated upon MARINE LOT 10. Possession from 1st December next.

Also, the TWO HOUSES, Nos. 14 and 16, Stanley Street, now in the occupation of the TEMPERANCE HALL. Possession from 1st December.

Apply to DOUGLAS LAPRAIK & Co.

Hongkong, November 1, 1879.

STORAGE.

GOODS RECEIVED ON STORAGE in GODOWNS in PEDDAR'S WHARF BUILDINGS, at Moderate Terms.

Apply to G. R. LAMMERT.

Hongkong, August 9, 1879.

TO LET.

ON MARINE LOT NO. 65, FIRST-CLASS GRANITE GODOWNS.

Apply to MEYER & Co.

Hongkong, July 25, 1879.

INSURANCES.

SCOTTISH IMPERIAL INSURANCE COMPANY.

FIRE AND LIFE.

INSURANCES against FIRE granted at Current Rates. Considerable Reduction in Premium for LIFE Insurance in China.

MEYER & Co., Agents.

Hongkong, June 2, 1879. 2ja80

SWISS LLOYD TRANSPORT INSURANCE COMPANY OF WINTERTHUR.

INSURANCES granted on MARINE RISKS to all parts of the World.

MEYER & Co., Agents.

Hongkong, June 3, 1879. 3ja80

YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000

PERMANENT RESERVE.....Tls. 230,000

SPECIAL RESERVE FUND.....Tls. 206,370

TOTAL CAPITAL AND AC-CUMULATION, 25th April, 1879.....Tls. 856,370

Directors.

F. B. FORBES, Esq., Chairman.

M. W. BOYD, Esq., Wm. MEYERINK, Esq.

O. LUGAS, Esq., S. D. WEBB, Esq.

HEAD OFFICE—SHANGHAI.

Messrs RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs BARING BROTHERS & Co., Bankers.

FULLARTON HENDERSON, Esq., Agent.

8, St. Michael's Alley, Cornhill, E.C.

Policies granted on Marine Risks to all parts of the World.

Subject to a charge of 12 1/2 per cent for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS will be annually distributed among all Contributors of Business in proportion to the Premium paid by them.

RUSSELL & Co., Agents.

Hongkong, October 1, 1879. 10c80

INSURANCES.

CHINESE INSURANCE COMPANY, (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profit, are distributed annually to Contributors whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

J. BRADLEE SMITH, Secretary.

Hongkong, December 9, 1878.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co., Agents.

Hongkong, January 1, 1874.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE, Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBERG & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling of which is paid up £ 100,000 "

Reserve Fund upwards of £ 120,000 "

Annual Income £ 250,000 "

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Koochow, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 15, 1868.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOCHERS & Co., Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1876.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *k*, near the Kowloon shore *k*, and those in the body of the Harbour or midway between each shore are marked *e*, in conjunction with the figures denoting the section.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Anchor- age.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignee or Agents.	Destination.	Remarks.
Steamers								
Albany	5 h	F. Ashton	Brit. str.	366	Jan. 4	Douglas Lapraik & Co.	Tamsui, &c.	To-morrow
Amoy	4	Drewes	Brit. str.	814	Jan. 4	Siemssen & Co.	Shanghai	To-day
Anadyr	5	Boisseneul-Baron	Ech. str.	2492	Jan. 5	Messageries Maritimes	Marseilles, &c.	To-morrow
Charlton	2	Johnson	Brit. str.	786	Dec. 26	Hop Kee	Saigon	8th inst.
China	5	Adkinson	Brit. str.	647	Dec. 28	P. & O. S. N. Co.	Yokohama	Mails
Crusader	5	Chow	Brit. str.	561	Dec. 25	Geo. R. Stevens & Co.	Australian Ports	8th, daylight
Danube	2	Clanchy	Brit. str.	647	Dec. 25	Yuen Fat Hong	Saigon	8th, daylight
Douglas	5	Young	Brit. str.	884	Jan. 4	Douglas Lapraik & Co.	Coast Ports	Tug Plying
Fame	5	Stopani	Brit. str.	117	.....	H. K. & W'poo Dock Co.	.....	.....
Glenfinlas	1	Wilcox	Brit. str.	1408	Jan. 2	Jardine, Matheson & Co.	Shanghai	To-day
Hesperia	5	Johnson	Ger. str.	1136	Dec. 31	Siemssen & Co.	Shanghai	.....
Kiangchow	2 h	Love	Brit. str.	159	Jan. 3	Kwok Acheong	Hohow	at daylight
Nilgata Maru	4	Walker	Japan. str.	1096	Jan. 5	Mitsu Bishi M. S. S. Co.	Yokohama via Kobe	10th, daylight
Norna	4	Love	Brit. str.	606	May 31	Kwok Acheong	.....	Costan Dock
Sea Gull	8 k	Haydon	Amer. str.	48	Mar. 24	China Traders' Insurance Co.	.....	.....
Suez	5	Eaton	Brit. str.	1390	Jan. 3	David Sassoon, Sons & Co.	S'pore, Calcutta, &c.	.....
Swatow	5	Hutchison	Brit. str.	820	Jan. 4	Butterfield & Swire	Amoy	Cleared
Thales	7	Peters	Brit. str.	820	Dec. 26	Jardine, Matheson & Co.	S'pore, Calcutta, &c.	.....
Venice	5 h	Rhodes	Brit. str.	1271	Jan. 4	Jardine, Matheson & Co.	Yokohama	Mails
Volga	5	Gulraud	Ech. str.	952	Jan. 4	Messageries Maritimes	Swatow	.....
Yotung	2 h	McDougall	Brit. str.	286	Jan. 4	Kwok Acheong	.....	.....
Sailing Vessels								
Alden Bess	4 k	Noyes	Amer. bge.	842	Dec. 16	Rozario & Co.	.....	.....
Alice Reed	3	Killaran	Amer. bge.	873	Dec. 6	Vogel & Co.	New York	.....
Bonito	4	Wienberg	Ger. bge.	624	Dec. 12	Siemssen & Co.	Havre	.....
Bua Cao	2	Lang	Siam. bge.	338	Jan. 2	Chinese	.....	For Sale
Carl	4	Thomas	Ger. bge.	225	Dec. 20	Arnhold, Karberg & Co.	.....	.....
Ceres	2	McWilliam	Brit. bge.	454	Dec. 8	Captain	.....	.....
Chamron Kamrye	2 h	Stolze	Siam. bge.	480	Dec. 15	Yuen Fat Hong	.....	For Sale
Chocola	4 k	Kennett	Brit. bge.	284	July 21	Adamson, Bell & Co.	.....	.....
City of Boston	3	Crosby	Amer. sh.	1052	Dec. 18	Vogel & Co.	New York	.....
Claro Babuyan	4	Pollins	Brit. bge.	358	Nov. 29	Vogel & Co.	London	.....
Duke of Abercorn	3	Binnie	Brit. sh.	1049	Jan. 4	Borneo Co., Limited	.....	.....
Elizabeth Childs	3	Lindbergh	Brit. bge.	391	Nov. 9	Vogel & Co.	.....	.....
Empire	7	Leckie	Amer. sh.	1131	Dec. 5	Arnhold, Karberg & Co.	.....	.....
Emulation	3	Guan	Brit. bge.	391	Jan. 29	Wielor & Co.	.....	.....
Frederick Perthes	5	Walter	Ger. bge.	446	Nov. 29	Russell & Co.	New York	.....
Garibaldi	3	Forbes	Amer. bge.	670	Dec. 24	Jardine, Matheson & Co.	.....	.....
Goliath	2	Dentzau	Siam. bge.	542	Nov. 25	Wo Tye Hong	Hamburg	.....
Harmonie	5 k	Schiphorst	Ger. sch.	241	Nov. 20	Vogel & Co.	.....	.....
Haydn Brown	7	Havener	Amer. bge.	865	Dec. 11	Melchers & Co.	.....	.....
Hazel Holmes	3 k	Millison	Brit. bge.	405	Oct. 20	Vogel & Co.	.....	.....
Hermine	2	Counzran	Swed. bge.	289	Dec. 26	Eduard Schellhaas & Co.	.....	.....
Hermine	4	Meier	Ger. bge.	350	Jan. 8	Eduard Schellhaas & Co.	.....	.....
Hesperus	7	Specht	Ger. bge.	767	Dec. 26	Siemssen & Co.	.....	.....
Highlander	4 k	Hutchinson	Amer. sh.	1352	June 19	Vogel & Co.	.....	.....
Hindoo	5	Mathieson	Ger. bge.	541	Dec. 25	Wielor & Co.	.....	.....
John Nicholson	7	Campbell	Brit. sh.	685	Dec. 9	Vogel & Co.	London	.....
Katie Fleckinger	4	Wilman	Am.bktine.	472	Dec. 29	Russell & Co.	San Francisco	.....
Malvina	3 k	Kluge	Ger. bge.	480	Dec. 26	Vogel & Co.	Hamburg	Cleared
Midway Star	7	Ambrrose	Brit. bge.	1191	Dec. 12	Borneo Co., Limited	.....	.....
Morning Star	3	Mathieson	Siam. bge.	570	Dec. 27	Chinese	.....	.....
Moses B. Tower	8	Hall	Am.bktine.	637	Nov. 30	Vogel & Co.	New York	.....
Palma	4	Bing	Ger. bge.	299	Nov. 12	Vogel & Co.	Hamburg	.....
Pampero	3	McKenzie	Brit. bge.	588	Nov. 17	Arnhold, Karberg & Co.	London	.....
Papa	5	Bannau	Ger. bge.	748	Dec. 28	Carlowitz & Co.	.....	.....
Peibo	1	Seekamp	Ger. bge.	433	Jan. 2	Siemssen & Co.	Hamburg	.....
Primus	7	Bergman	Russ. sh.	1166	Nov. 28	Melchers & Co.	Philippines	.....
Prince Frederick	4	Clague	Brit. sh.	1490	Dec. 29	Vogel & Co.	.....	.....
R. M. Hayward	2	Donac	Am.bktine.	605	Jan. 3	Russell & Co.	New York	.....
Roderick Clay	5 k	Nicolson	Brit. bge.	290	Dec. 11	Turner & Co.	.....	.....
Saml. D. Carlsson	7	Freeman	Amer. bge.	884	Nov. 28	Arnhold, Karberg & Co.	Hamburg	.....
Sophie	4	Bang	Ger. bg.	209	Dec. 2	Carlowitz & Co.	San Francisco	.....
Southern Cross	7 h	Gibb	Amer. sh.	1129	Oct. 16	Russell & Co.	.....	.....
Spartan	8 k	Vincent	Amer. sch.	81	Aug. 27	W. H. Hay	.....	.....
Sumatra	3 k	Clough	Am. str.	1090	Sept. 6	Russell & Co.	.....	.....
Three Brothers	2 h	Khalcke	Brit. bge.	337	Nov. 14	E. Yee Hong	.....	.....
Winlow	4 k	Barker	Brit. bge.	456	Nov. 28	Vogel & Co.	London	.....
WHEAMPOA								
Fantaisie	.....	Cooper	Brit. bge.	693	Dec. 15	Arnhold, Karberg & Co.	London	.....
Marco Polo	.....	Breckwoldt	Ger. bge.	358	Dec. 11	Carlowitz & Co.	Hamburg	.....
CANTON								
Fuyow	.....	Croand	Chl. str.	920	Jan. 5	C. M. S. N. Co.	Shanghai	.....
Hoehung	.....	Peterson	Chl. str.	849	Jan. 3	C. M. S. N. Co.	Shanghai	.....